

Hongkong Daily Press.

ESTABLISHED 1857.

No 13,293 號叁十玖百貳千叁萬壹第 日貳拾月捌年六十二緒光 HONGKONG, TUESDAY, OCTOBER 16th, 1900. 式拜禮 號陸十月十年百九千壹英港香 PRICE \$2½ PER MONTH

New Advertisements will be found on page 4.

THE
MALARIAL MOSQUITO
IS EFFECTUALLY
EXTERMINATED BY
THE JUDICIOUS USE OF
WATSON'S HYGIENOL.
A. S. WATSON & CO.
LIMITED.
ESTABLISHED 1841. [1632]

CUTLER, PALMER AND CO.
WINE SHIPPERS SINCE 1815.
Who have consigned their Brands to Hongkong
for over half a century.
Apply to C. C. ANDERSON,
Hongkong, 13, Praya Central
[41]

NAPIER JOHNSTONES
SQUARE BOTTLE WHISKY
The sale of this good Scotch increases month
by month. It is of Superb Quality, and of
CUTLER, PALMER & CO.'S SELECTION.
Sole Agents for—
LANE, CRAWFORD & CO.
Hongkong. [41]

JOHN WALKER & SONS'
KILMAIRNOCK WHISKY.
This World-renowned,
Fine Old HIGHLAND WHISKIES are shipped
by CUTLER, PALMER & CO., and
are obtainable in Hongkong at
G. C. ANDERSON,
No. 13, Praya Central.
Hongkong, 28th July, 1897. [43]

CUTLER, PALMER & CO.'S
"SPECIAL BLEND" WHISKY
Blend
of Selected
Distillations of the
Finest Scotch Whiskies
Apply to
SIEMSEN & CO. Hongkong. [42]

**HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.**
TIME TABLE
WEEK DAYS
7.30 a.m. to 8.30 a.m. Every quarter of an hour
8.30 a.m. to 9.30 a.m. Every ten minutes
9.30 a.m. to 10.45 a.m. Every quarter of an hour
10.30 a.m. to 11.00 a.m. Every ten minutes
11.30 a.m. to 1.30 p.m. Every quarter of an hour
1.30 p.m. to 2.30 p.m. Every ten minutes
2.30 p.m. to 3.30 p.m. Every quarter of an hour
3.30 p.m. to 4.30 p.m. Every ten minutes
4.30 p.m. to 5.30 p.m. Every quarter of an hour
5.30 p.m. to 6.30 p.m. Every ten minutes
6.30 p.m. to 7.30 p.m. Every quarter of an hour
7.30 p.m. to 8.30 p.m. Every ten minutes
8.30 p.m. to 9.30 p.m. Every quarter of an hour
9.30 p.m. to 11.15 p.m. Every half hour
Extra Night cars at 11.30 and 11.45 p.m.
SUNDAYS
8.15 a.m. to 10.15 a.m. Every half hour
10.30 a.m. to 11.00 a.m. Every ten minutes
11.30 a.m. to 1.30 p.m. Every quarter of an hour
1.30 p.m. to 2.30 p.m. Every ten minutes
2.30 p.m. to 3.30 p.m. Every quarter of an hour
3.30 p.m. to 4.30 p.m. Every ten minutes
4.30 p.m. to 5.30 p.m. Every quarter of an hour
5.30 p.m. to 6.30 p.m. Every ten minutes
6.30 p.m. to 7.30 p.m. Every quarter of an hour
7.30 p.m. to 8.30 p.m. Every ten minutes
8.30 p.m. to 9.30 p.m. Every quarter of an hour
9.30 p.m. to 11.15 p.m. Every half hour
SPECIAL CARS by arrangement at the Com-
pany's Office, 38 & 40, Queen's Road Central.
JOHN D. HUMPHREYS & SONS,
General Managers.
Hongkong, 1st May 1899. [2550]

**VICTORIA
CYCLE
EMPORIUM.**
THE pleasure of cycling consists in having
a first class Machine, and the above Es-
tablishment is always leading in this respect.
We are Agents for the famous "NEW
HOWE" and "MONOPOLE" CYCLES,
and we also supply fitting of every description.
Repairs can be had in second-hand Machines.
Repairs executed with promptitude and skill.
Enamelling a speciality.
MCKIRDY & CO.
43 & 45, QUEEN'S ROAD EAST
Hongkong, 3rd November, 1899. [2509a]

RUINAUT PERE & FILS, REIMS
Established 1710
**CHAMPAGNE BOTTLED AND
BOTTLED**
Ship only the finest Quality
Extra Dry (Green Seal)
LAUTS, WEGENER & CO.
Sole Agents.
Hongkong, 17th May 1899. [1821]

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
\$5.00 per Cask of 37½ lbs. net ex Factory
\$3.00 per Bag of 50 lbs. net ex Factory
SHEWAN TOMES & CO.
General Managers.
Hongkong, 2nd July, 1900. [1090a]

CUTLER, PALMER & CO.
ESTABLISHED IN LONDON IN 1815.
SHIPPERS TO CHINA FOR 75 YEARS.
Their Brands are favourably known all over the World.
The following are some of their Stocks with the undersigned—
SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT
\$22.50 PER DOZ. \$20 PER DOZ.
Distinguished by 4 Stars on the label. This fine Wine is old, soft, and of grand flavour
See analysis and certificate by Professor Cassal.
DOURO PORT,
\$14.25 PER DOZ.
A fine, full, and fruity wine.

THE ELITE OF WHISKY—
THE "PALL MALL,"
\$20 PER DOZ.
11 Years old; the finest quality shipped.
Each bottle bears an Analyst's certificate.
C. P. & Co.'s OWN SPECIAL
BLEND WHISKY, **BENEDICTINE LIQUEUR—**
\$10.75 PER DOZ. D.O.M.,
Very soft, palatable, and mature. \$39.75 PER DOZ.
EVERYBODY SHOULD TRY THESE ITEMS. THEY ARE UNEQUALLED AT THE PRICE
AGENTS—**SIEMSEN & CO., HONGKONG.** [41a]

MANILA CIGARS.
ALWAYS ON HAND THE BEST MARKS
FROM
"LA INSULAR" AND "LA PERLA DE ORIENTE" FACTORIES
J. M. DE ZUNIGA,
No. 9, QUEEN'S ROAD CENTRAL
Entrance: ICE HOUSE STREET (New Victoria Hotel)
[30a]

**SCHLITZ WORLD FAMED
BEER**
IS THE ONLY BEVERAGE ONE NEVER REGRETS DRINKING.
TONIC AND REFRESHING.
SOLE AGENTS—
WATKINS, LIMITED,
CHEMISTS, AERATED WATER MANUFACTURERS, AND
COMMISSION AGENTS,
HONGKONG. [112a]

BISMARCK & CO.,
27 & 28A, PRAYA CENTRAL.
NAVY CONTRACTORS, SHIP CHANDLERS, PROVISION and COAL
MERCHANTS, HONGKONG and Port Arthur. CONTRACTORS for the GERMAN
and FRENCH NAVY in Hongkong. RUSSIAN NAVY, CHINESE EASTERN RAIL-
WAY CO., RUSSIAN GOVERNMENT DEPARTMENTS at Port Arthur. [1215a]

KUPPER'S PILSENER BEER.
Ex S.S. "OLDENBURG."
THE MOST POPULAR OF LIGHT BEERS: THERE IS
NEVER ANY SEDIMENT IN KUPPER BEER, IT IS ALWAYS
BRIGHT AND SPARKLING.
CALDBECK, MACGREGOR & Co.,
SOLE AGENTS.
15, Queen's Road,
Hongkong, 13th October, 1900. [34a]

COTTAM & CO.
NEW AUTUMN GOODS.
AMERICAN BOOTS and SHOES.
WOOLLEN UNDERWEAR.
HATS, SHIRTS and EVENING GEAR.
LANE, CRAWFORD & CO.
(TAILORING DEPARTMENT).
WINTER SEASON.
LATEST LONDON FASHIONS.
NEWEST & BEST MATERIALS.
DRESS SUITS from \$85.
TWEED LOUNGE SUITS from 35.
NORFOLK JACKET SUITS from 50.
SCOTCH TWEED ULSTERS, for Travelling, from 50.
LANE, CRAWFORD & CO.
172, QUEEN'S ROAD, HONGKONG. [32a]

PHOTOGRAPHIC
PLATES, PAPERS AND CHEMICALS.
EASTMANS KODAK'S FILMS AND ACCESSORIES,
DEVELOPING and PRINTING UNDERTAKEN.
A. CHEE & Co.,
172, QUEEN'S ROAD, HONGKONG. [390a]

PARIS EXHIBITION, 1900.
THE GRAND PRIZE
(HIGHEST AWARD) FOR SCOTCH WHISKY HAS BEEN AWARDED TO
JOHN DEWAR & SONS, LTD.
SOLE AGENTS—
H. PRICE & CO.
12, QUEEN'S ROAD.
[36a]

THE ROYAL PIANOS.
TWO OF THIS FAMOUS AMERICAN MAKE AT A SPECIALLY LOW PRICE
TO INTRODUCE
RACHALS' PIANOS, "THE EVERLASTING," SIX MORE UNPACKING.
SOLE AGENTS FOR THE SPECIALLY PREPARED MODELS OF ALL THE
FAMOUS MAKERS.
AMERICAN, ENGLISH AND GERMAN.
EVERY PIANO SOLD BY US IS FULLY GUARANTEED BOTH
BY THE MAKERS AND OURSELVES.
THE ROBINSON PIANO CO., LD.
[2199a]

THE VICTORIA DISPENSARY,
HONGKONG.
AERATED WATERS.
SIMPLE AERATED WATER. SODA WATER.
LEMONADE. GINGER ALE.
SARSAPARILLA. RASPBERRYADE.
TONIC WATER. LEMON SQUASH.
SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers. [33a]

AUCTIONS
PUBLIC AUCTION.
THE Undersigned has received instructions
to Sell by Public Auction,
on
THURSDAY,
the 18th October, 1900, at 2.45 P.M., at No. 6,
Cameron Villas, the Peak
(the Residence of Col. WHEELER),
THE WHOLE OF HIS
HOUSEHOLD FURNITURE,
Comprising—
DRAWING ROOM, DINING ROOM and
BEDROOM FURNITURE, &c., &c.
Full Particulars can be seen from Catalogue.
On View from Wednesday, the 17th October.
TERMS—As Customary.
GEO. P. LAMMERT,
Auctioneer.
Hongkong, 13th October, 1900. [2648]

PUBLIC AUCTION.
THE Undersigned has received instructions
to Sell by Public Auction,
on
FRIDAY,
the 19th October, 1900, at 11 A.M., at the
HONGKONG AND KOWLOON GODOWNS,
Kowloon,
12 LENGTHS CHAIN 24"
105 FATHOMS do. 13"
7 PIECES do. 13"
TERMS—As Customary.
GEO. P. LAMMERT,
Auctioneer.
Hongkong, 6th October, 1900. [2600]

JUST RECEIVED.
MELLIN'S FOOD BISCUITS; a very
Digestive Food for Infants and In-
valids.
Also
AUSTRALIAN ASSORTED JAMS, of
the well-known Taylor Brand.
H. RUTTONJEE,
5, D'Agular Street,
21 & 22, Elgin Road, Kowloon.
Hongkong, 15th October, 1900. [2649]

WANTED
FOR H. M. DOCKYARD, a Man
as a STORE DRAWER, who can
speak fluently the current Chinese language.
It is necessary he should be able to read and
write English, and have some knowledge of
Arithmetic and the different kinds of materials
used in Ship Work.
Preference would be given to one who could
also read the Chinese written language.
Information relative to the duties may be
obtained at the CHIEF CONSTRUCTOR'S
OFFICE, to whom application is to be made in
the applicant's own writing on or before 17th
instant.
Postal address to be distinctly given.
Hongkong, 13th October, 1900. [2640]

WANTED.
A SMALL HOUSE or BUNGALOW
(UNFURNISHED) on lower level.
A FLAT, consisting of Two or Three
ROOMS, with BATHROOM, &c.
Offers to—
Care of Office of this Paper.
Hongkong, 5th October, 1900. [2582]

NOTICE.
THE "BOA VISTA" HOTEL have been
appointed AGENTS for the Hongkong
Daily Press, Hongkong Weekly Press, and the
Chronicle and Directory for China, Japan,
&c., at Macao, and they are authorized to
collect all accounts due to the Daily Press
Office on and after this date.
A. CUNNINGHAM,
Manager.
Hongkong, 4th October, 1900. [2573]

NOTICE.
THE "BOA VISTA" HOTEL have been
appointed AGENTS for the Hongkong
Daily Press, Hongkong Weekly Press, and the
Chronicle and Directory for China, Japan,
&c., at Macao, and they are authorized to
collect all accounts due to the Daily Press
Office on and after this date.
A. CUNNINGHAM,
Manager.
Hongkong, 4th October, 1900. [2573]

RAFFLES HOTEL,
SINGAPORE.
SITUATION UNSURPASSED.
THE Finest Hotel in the East. Rooms en
suite. Every Room with Private Bathroom
attached. Cuisine under two French Chefs.
CURRIES A SPECIALITY
Every Home Comfort.
Electric Bells throughout the Hotel.
Electric Lights.
Electric Fans.
Terms Moderate.
SARKIES BROTHERS,
Proprietors.
Hongkong, 16th August, 1900. [2210]

NOTICE.
THE "BOA VISTA" HOTEL have been
appointed AGENTS for the Hongkong
Daily Press, Hongkong Weekly Press, and the
Chronicle and Directory for China, Japan,
&c., at Macao, and they are authorized to
collect all accounts due to the Daily Press
Office on and after this date.
A. CUNNINGHAM,
Manager.
Hongkong, 4th October, 1900. [2573]

Arrivals, Departures and other Shipping
Intelligence will be found on pages 5, 6 and 7

INTIMATION.
GOLD MEDAL PARIS 1878 1889.
of Highest Quality
and having Greatest
Durability are there-
fore CHEAPEST.
JOSEPH GILLOTT'S
The Only
Award
Chicago, 1893
Numbers for USEFUL BANK
Barrel Pens, 225, 230, 262
Ship Pens, 332, 330, 287, 186,
401, 7,000.
In Fine, Medium, and Broad
Points
THE NEW TURNED-UP POINT, 1032,
283]

HOTELS.
HONGKONG HOTEL
A First Class Hotel in every respect.
Elegantly Furnished Reading, Music, and
Smoking Rooms.
Dining Accommodation for 250 persons.
Hydraulic Elevators to every floor.
Cuisine of the best.
Hot and Cold Water throughout
Wines and Groceries imported specially from
Europe and America.
Electric Lighting in the Billiard Rooms.
Wines, &c., cooled by Refrigerator.
All Hotel Linen washed on the premises by
Machinery.
Bedroom Accommodation—132 rooms.
Fire Extinguishing Mains on every floor.
CHARGES MODERATE. [44]

**THE
PEAK HOTEL.**
City Office: 7, Duddell Street. [1028]

HOTEL CRAIGIEBURN.
PLUNKET'S GAP, THE PEAK, near the
Tram Terminus.
Tel. 56.
For Terms, apply to the
MANAGER.
Hongkong, 2nd July, 1900. [1029]

THE WAVERLEY HOTEL.
ICE HOUSE STREET, HONGKONG.
A
FIRST-CLASS PRIVATE HOTEL.
Handsomely Furnished and Exceedingly
Spacious Rooms.
VERY MODERATE TERMS to FAMIL-
IES by the DAY, WEEK, or MONTH.
SINGLE ROOMS from \$4 a day, inclusive
of BOARD and ATTENDANCE. [45]

THE CONNAUGHT HOTEL.
A FIRST CLASS HOTEL of 45 Bed-
rooms, elegantly furnished.
The Hotel is situated near all the Banks and
Principal Offices in the Colony.
Special Attention paid to the Comfort of
Guests.
Cuisine excellent; under Experienced Ma-
nagement.
Terms Moderate.
A. FONSECA,
Manager.
Hongkong, 1st December, 1899. [46]

HING KEE HOTEL.
(ESTABLISHED 1873)
MACAO.
THIS First class and well-famed establish-
ment is pleasantly situated in the centre
of PRAYA GRANDE, facing south, with a
charming view of the sea on the front. Com-
fortable and well furnished Bed-rooms.
Cuisine Excellent. Prompt Attendance.
Terms very Moderate.
L. HING KEE, Proprietor.
Telegraphic address "Hingkee". [1919]

VICTORIA HOTEL.
SHAMEN—CANTON.
THIS FIRST CLASS HOTEL having
been thoroughly renovated, and a new
specially built 3 Storey wing added to it, now
affords splendid Accommodation for 40 to 50
Visitors.
The Bed Rooms are airy and comfortably
furnished and the Dining and Sitting Rooms
are spacious and replete with every convenience
for Tourists.
Excellent CUISINE and best Wines.
The Hotel's Boat boards all Steamers on
their arrival and departure.
Telegraphic address "Victoria, Canton".
A. B. C. and A. C. C. used.
MADAR & FARMER, T. F. DA CRUZ,
Proprietors.
Hongkong, 16th November, 1899. [44a]

nationalists left taken to take part in the formal occupation of Shanhaiwan. The Russian troops, who in the meantime had started to reach the forts by land, did not reach them before they were surrendered to the allied fleet.

HONGKONG LEGISLATIVE
COUNCIL

emphasized by the fact that only in our morning local newspaper of today would two more instances of steam launches being pirated, one the *Kong Hoi*, which was pirated on the 10th instant, the other the *Nasa Chai*, which was pirated on the 11th only yesterday. But the necessity of such legislation was demonstrated some months ago in two other cases. In the first of these the master said he considered it the duty of the police to search passengers for arms before starting. It was not his business. When the police had searched the passengers he calmly stopped a quarter of a mile after starting to pick up other passengers, four or six, from a sampan. These passengers, who were pirates with concealed arms, pirated the launch and robbed all the *bona fide* passengers. In the second case the launch running, in the Yau-mat, was boarded by passengers and taken to Canton River, where three or four junks were pirated by this steam launch. I cannot but think that some of the crew connived at all this. The people at the Yau-mat ought to have immediately notified the police of the non-arrival of the launch, or ferry launch as she might be called. This was not done, but when the police heard of the crime they watched and boarded the launch when she returned to Hongkong. On board were found cases of dynamite water or some valuable which seemed to have been given to the crew as cashmews by the pirates. The crew were charged with receiving stolen property, but as, upon the evidence, it was clear that the property, no doubt part of the proceeds of the piracy, had been stolen outside the jurisdiction of this Colony the Magistrate had no power to convict as the law then stood. That law is being altered by another Ordinance which is down for second reading to-day. But the present Ordinance is brought forward as an honest attempt to awaken owners, masters and crew to a sense of their responsibility for the safety of their *bona fide* passengers.

The COLONIAL SECRETARY seconded, and the motion was carried.

The Bill was considered by the Council in Committee. No alterations were made, and on the Council resuming the Bill was read a third time and passed.

THE POSSESSION OF STOLEN PROPERTY.

The ATTORNEY-GENERAL proposed the second reading of the Bill entitled An Ordinance to amend the Law with respect to the jurisdiction exercised in cases relating to the Receipt or Possession of Stolen Property. He said—This law is simply a transcript of the English law on the subject. A Bill was passed in August, 1896, in England, dealing with this matter, and this is a transcript. If it is a useful law for England I think honorable members will admit that it will be a useful one for this colony.

The COLONIAL SECRETARY seconded, and the motion was carried.

The Bill was considered by the Council in Committee. No alterations were made, and on the Council resuming the Bill was read a third time and passed.

THE NEW TERRITORIES.

The ATTORNEY-GENERAL proposed the second reading of the Bill entitled An Ordinance to extend the operation of such of the Laws of this Colony as are not at present in force in the New Territories to a certain portion of such New Territories. He said—This Bill is intended to extend the laws at present in force in Hongkong and Kowloon to what may be conveniently called the New Territories. If honorable members had before them a map of the New Territories they would find that a portion which lies in a southerly direction from the Kowloon mountain range has not been made into a district. The New Territory itself has been divided into districts. Committees and so on have been appointed, but a portion of land south of the Kowloon range has not been divided, and at present it is a sort of no man's land. It forms a part of the New Territory, it is true, but it is not included in one of the districts, and there is no reason whatever why the country north of the present British Kowloon and south of the Kowloon range should not all be made into one territory for the purposes of legislation. Unless this is done no laws and no sanitary laws would very useful be enforced. "The objects and reasons" attached to the foot of the Bill explain the Bill as shortly as I can do so. They say—

That portion of the New Territories, between Lai-chikok and Lye-moon Pass, which drains in a southerly direction from the Kowloon Mountain Range, is so closely connected with what used to be known as British Kowloon, that it is desirable that the laws in force in the latter should apply equally to the former district. It may at first sight appear that it will be difficult to enforce compliance at once with all the requirements of some of the Ordinances which were declared by Ordinance No. 10 of 1899 not to apply to the New Territories. All that is really required, however, is consideration and tact in the administration of such laws; and the alternative would appear to be either to leave the district in question with no Sanitary, Building, or Licensing laws, or else to pass new Ordinances applying only to that district. The latter course would, to make one set of laws applicable to the colony generally, a second set to part of the New Territories, and a third set applicable to the rest of the New Territories. It is difficult to see why laws applicable to the southern half of a village like San Shui Po, for instance, should not be equally applicable to application to its northern half. Section 4 is intended to meet cases, such as sections 13, 54, 55, and 57 of Ordinance No. 24 of 1887, where such expressions as "the villages and rural districts of Hongkong and Kowloon" are used.

The COLONIAL SECRETARY seconded, and the motion was carried.

The Bill was considered by the Council in Committee. No alterations were made, and on the Council resuming the Bill was read a third time and passed.

THE RAW OPPIUM ORDINANCE.

The ATTORNEY-GENERAL proposed the second reading of the Bill entitled An Ordinance to further amend the Law with respect to the importation of raw opium, and to amend the Law with respect to the "objects and reasons" attached to the foot of the Bill you will find there all the explanation necessary. They are as follow:—"The amendments of the Law relating to opium effected by this Ordinance are made with the view of assisting the Chinese Government in the collection of revenue from the import of raw opium and of rendering smuggling more difficult. The second section requires the Superintendent of Imports and Exports to furnish the master of every vessel carrying opium for export with a memorandum containing certain particulars as to such opium, and it requires him to forward a duplicate of such memorandum for the information of the proper Commissioner of Chinese Imperial Maritime Customs. It also forbids the departure of any vessel carrying opium, without such memorandum, subject to the provisions of section twelve of the principal Ordinance. The third section provides that, in cases within that section twelve, that is where steamers are allowed to depart before application for a permit can be made, the Superintendent should telegraph to the Commissioner of Customs the requisite particulars, sending as such memorandum as soon as practicable. The fourth section pro-

vides a penalty for any infringement by the master of a vessel. At the request of the second section. This system should keep the Customs Commissioners well informed of all opium exported from this colony to China. We do not wish this colony to have the reputation of being a colony where smuggling opium is fostered. It is our bounden duty to do what we can to act in a straightforward manner to prevent smuggling. This Bill is the outcome of a great deal of thought and correspondence, and it does not seem to me to impose any hardship upon anybody. It meets with the approval of the Commissioner of Customs, and I hope that it will meet with the approval of the Council.

The COLONIAL SECRETARY seconded, and the motion was carried.

THE PENSION FUND ORDINANCE.

The ATTORNEY-GENERAL moved the second reading of the Bill entitled An Ordinance to amend the Willows and Orphans Pension Fund Ordinance, 1900. The "objects and reasons" say—Sections 2 and 3 of this Ordinance affect the amendments in the principal Ordinance which are deemed desirable by the Secretary of State, and this opportunity has been taken to correct a slight error in a reference in the schedule."

The COLONIAL SECRETARY seconded, and the motion was carried.

The Bill was considered by the Council in Committee. No alterations were made, and on the Council resuming the Bill was read a third time and passed.

ADJOURNMENT.

The Council then adjourned until Monday week.

MEETING OF THE FINANCE COMMITTEE.

CONSIDERATION OF THE ESTIMATES.

A meeting of the Finance Committee was then held, the Colonial Secretary presiding. The CHAIRMAN said—Before we proceed to consider the Appropriation Bill there are two minutes which I wish to bring before the committee. The first is one in which His Excellency the Governor recommends the Council to vote a sum of \$94,044 to cover the cost of establishing telephone communication with the Police Station at Santa. This Police Station is in the New Territory, and I am sure all members of this Council will recognize the importance of having all the Police Stations in telephonic communication with the Courts. I am sure this is one which will commend itself to your favourable consideration.

The vote was passed.

The CHAIRMAN—The next minute is one in which His Excellency the Governor recommends the Council to vote a sum of Three hundred and Eighty-one Dollars and Seventy-five Cents (\$381.75) to defray the cost of various articles required for the Government steam lighthouse tender *Stanley*. Honorable members will remember that the *Stanley* is a new boat which has just been completed for light house work and work in connection with the New Territory. This vote is to cover the expense of crockery and various other articles required to complete the outfit.

The vote was agreed to.

The CHAIRMAN—We now come to the consideration of the Appropriation Bill, and in accordance with the precedent of former years I will take each item as it appears in the Bill, and if any honorable member has any suggestion or question in regard to any of the items I shall be glad if he will mention it.

The CLERK OF COUNCIL then proceeded to read the different items. On his reading the item "Public Works Department, \$123,260." The CHAIRMAN said—At the last meeting of the Council the senior unofficial member raised the question as to whether the staff of the department would be adequate to discharge all the different works contained in the estimates for 1901. On that occasion I promised that the matter should be enquired into, and that at the next meeting of the Council information would be given on the point. Would the Director of Public Works kindly give the information required?

The DIRECTOR OF PUBLIC WORKS—I consider that the present staff when strengthened by a civil engineer whom we are expecting shortly from Hongkong for Tytan will be sufficient to carry out the different works mentioned in the "Public Works Extraordinary," provided three persons now on leave—Mr. Chatham, Mr. Crook, and Mr. Drury—are here, and of course we count upon having their services. In regard to the Estimates I may say that the Public Works Extraordinary seem formidable in comparison with those of former years, being nearly double, but on looking into them it will be seen that the larger portion of the expenditure is on buildings. In regard to the new Law Courts, plans and all that in connection with them are being prepared by architects in England, and has been started, the contract has been let, and all that remains for the Public Works Department to do is to see that the work is carried out in accordance with the specifications. We have got an official specially sent out for that purpose. In regard to the Governor's Peak residence, another large item, the plans and details were prepared by a firm of local architects. The same official who looks after the Law Courts can also look after the Governor's Peak residence. The Volunteer Headquarters can also be taken on by the same official. This is not too much to expect from a qualified architect. With regard to the Harbour Master's Office and the Western Market, for those we have another new officer who is a qualified architect and quite capable of completing the plans and carrying out these works. Generally speaking the department is well provided as regards staff, but there is one exception, and that is in regard to the Water Works. The new officer will be quite sufficient to attend to Tytan, but in the management of the water-works we are short. We require another overseer. We have lost a man who had been ten years in charge of the works. He went to Shanghai for more pay. Then the departure of Mr. Crook was a very serious matter. I do not in any way wish to reflect on his successor, Mr. Hollingsworth, but the breaking down of the pumping engines and the trouble we had with Kowloon have led me to the conclusion that we require an extra overseer and an extra clerk.

The CHAIRMAN—With regard to the proposed increase in the staff it is of course too late to insert it in the estimates, but if the unofficial members recommend it the suggestion can be forwarded to the Secretary of State, who I have no doubt would sanction it. The unofficial members signified their approval of this course.

The CHAIRMAN—With regard to the engines at the Kowloon Water Works, I see that the question was raised at the last meeting of the Council. Perhaps it will be well to let the Council know what steps have been taken in that direction.

The DIRECTOR OF PUBLIC WORKS—Our trouble at Kowloon Waterworks commenced in June of this year—one of the worst Jones on record in Hongkong. There were two accidents occurred during that month. The

earth embankments gave way. The result was that an enormous quantity of sand got into the engines and seriously damaged the valves, piston rods, and other parts. The water was abundant but the engines were out of order. We have done the best we could during the year. The only complaint within the last few weeks has been made by some gentleman who said that he had too much water—that his pipes were bursting and his house was flooded. However I thought it would be well to get the best opinion we could in the colony as to the Kowloon water supply, and I obtained the services of a thoroughly qualified man to make a report on the subject. His report has not gone forward, but I may say that he was examined the engines, but he is of opinion that if the machinery is thoroughly repaired and a new boiler provided we should be all right for another four years.

The CHAIRMAN—Is there any other question in connection with this matter which honorable members would like to ask?

The Hon. C. P. CHATMAN—I believe the Hon. Director of Public Works said that the plans for the Court House were being prepared at home. Do I understand that they are not yet finished?

The DIRECTOR OF PUBLIC WORKS—They are in the colony.

The ATTORNEY-GENERAL—The foundations are being put in.

The Hon. R. M. GRAY—I find that an item of \$5,000 for a new lighthouse on Green Island for D'Agular light is omitted from the estimates. The question of the improvement of the present lights at the entrance to the harbour was submitted to the Chamber of Commerce by the Government, and after it had been discussed with the shipping people the proposal was cordially approved, and the work was recommended by the Public Works Committee. I submit that this needed improvement should not be delayed for another year. It is a reproach to this Port, which boasts of having the largest shipping returns in the world, that its entrances should be marked one side by a 3rd or 4th order light, on the other 6th order light, both low down and not too distinct from shipping lights. The proposal to utilize the old D'Agular light of first order by placing it on the summit of Green Island is the first step towards much needed improvement, and as such strongly recommended that the vote for \$5,000 for this purpose be placed in the estimates, and the work commenced without delay.

The CHAIRMAN—This matter has not escaped the attention of the Government. As the honorable member has pointed out, the matter was referred to the Chamber of Commerce, who made certain recommendations. Among the recommendations was one that the lights instead of being fixed lights should be revolving or flashing lights, and the question has been referred home for the opinion of Messrs. Green, who, as you have not yet received, I have no doubt that when the reply is received the matter will be again brought up, and no doubt His Excellency will bring forward a vote before the Council. As to the estimate mentioned by the honorable gentleman, it has been discovered that the cost will be double that amount, and it was thought advisable not to do anything before knowing definitely what the cost would be. But I can assure the honorable member that the question has not been shelved, and that there is no desire on the part of the Government to shelve it.

The Hon. C. P. CHATMAN emphasized the importance of the work not being left night of, and the CHAIRMAN again reassured members on the point.

On the item "School and House at Un Long, \$1,500" being read out.

The Hon. Dr. Ho Kai observed—I think there were two schools recommended, one at Un Long and the other at Yau-mat. Considering that Yau-mat has grown so much of late I think a school there is much more necessary than one at Un Long. I would like to know why a school at the latter place has been sanctioned while there is no mention of one at Yau-mat.

The CHAIRMAN expressed his inability to answer this question, but expressed his willingness to have a recommendation from the unofficial members as to a school at Yau-mat recorded if they wished it. The unofficial members signified assent to this was done.

This concluded the discussion on the estimates.

The CHAIRMAN—That is all the business. I think we can congratulate ourselves on the expeditious and satisfactory manner in which we have got through the estimates.

HONGKONG VOLUNTEER CORPS.

"A" MACHINE GUN COMPANY.

The seventh section of the present series took place at Kowloon on the 14th inst.

Sergeant-Major Lammert won the No. 1 cup for the third time and Gunner Cox won the No. 2 cup for the second time.

The following were the best scores—

	200 500 600 Hap. Total
Sgt. Mjr. Lammert	22 29 28 89
Gunner P. A. Cox	26 23 23 79
Gunner R. C. Edward	21 19 18 21 79
Gunner J. G. Smith	23 21 6 73
Corporal W. King	25 16 22 10 73
Gunner Hursthouse	25 16 13 72

HONGKONG RIFLE ASSOCIATION.

There was again a large attendance at the range on Saturday afternoon, 21 members took part in the Spoon Competition; and some good score were made in spite of the falling light at the 600 yards range. Scores—

	200 500 600 Hap. Total
Mr. Porand	31 32 27 101
C. S. Mjr. Wallace	33 33 33 99
Mr. W. Stewart	33 31 33 97
Inspt. McLennan	32 33 31 96
Mr. Marshall	32 33 30 95
Capt. Carlyn, A.O.D.	31 35 29 95
Mr. Baldwin	31 35 30 96
Mr. G. P. Lammert	32 33 33 98
Mr. J. Pidgeon	31 31 30 92
Mr. D. Steel	32 32 25 89
Mr. Stackwood	31 28 26 85

Winners of spoons.

H.M.S. "TERRIBLE" RUNS AGROUND.

The Weihaiwei correspondent of the N.C. Daily News records that the dredger *St. Enoch*, now at Weihaiwei, was requisitioned to help the *Terrible* out of difficulty the other night. The great cruiser had been "standing by" in readiness to proceed to Taku for several days, and on Monday afternoon (1st October) the expected orders arrived, steam was got up immediately, and in order to save time an attempt was made to drag out into the channel. The meeting of the *Terrible*, however, necessitated a too narrow margin and the current carried the *Terrible*'s starboard bow on to the ground in the extreme western end of the island. She was got off unharmed the next morning by the help of the *St. Enoch*, the crew going over the side to lighten the ship. Meanwhile orders to proceed to sea were countermanded. Had not this accident occurred, it would have been an interesting spectacle, Weihaiwei under the sole protection of two French men-of-war.

MACAO.

[FROM OUR CORRESPONDENT.]

Macao, 14th October.

DISTURBANCE AT THE PORTA DE CERCO.

Yesterday at noon some trouble took place between the guards at the Porta de Cerco, and the Chinese in the villages near the Guard House. There is a certain class of Chinese here who think that they can successfully battle against the guards, and with any body of armed men. The Porta de Cerco is guarded by marines, and yesterday these were stoned by a number of agriculturalists, but not for long, as others coming up by way of reinforcements a number of the offenders were arrested and lodged in jail. The guards were subsequently doubled, and remained so throughout the whole of yesterday.

A SUDDEN ALARM.

To-day, being Sunday, the place seemed pretty quiet, but at eight o'clock in the evening an alarm was sounded at the Porta de Cerco, and was answered by a round fired from the gunboat *Zaire*, and followed by another four rounds from the Monte Fort. Then the whole city was put into preparation for an attack. The newly arrived troops were seen on the spot, and here I must say these men are well disciplined, and march forward with considerable dash, well-trained and with soldierly bearing. The various streets in the city were well watched and guarded, and pickets lined the main thoroughfares. At the principal street corners pickets of eight or ten men from the old police force were stationed. But fortunately the alarm proved abortive, and explanations followed. It appears that, before the troops arrived, the marines fired a few rounds at a gang of Chinese coming from the Porta de Cerco, and that had caused the alarm and subsequent excitement. The civilians, who had formed a force of their own, were ready to march on with the artillery when ordered, but their services were not required.

AN ENQUIRY NECESSARY.

The Government will certainly make enquiries as to whether the alarm was justified, or not. If there is any foundation it will be "O.K." if not, then the authors will be called upon to answer for what they have done. If it was required to know how easily the troops could turn out, the telephone could be used, and not loaded rifles to scare the people into an unnecessary state of frenzy. As soon as the first round was fired by the *Zaire* the shops were closed instantly, and business was suspended for the time. It was quite unnecessary, for our Chinese population are very good and quiet people.

[FROM ANOTHER CORRESPONDENT.]

Macao, 15th October.

A PROMPT DEFENCE.

At about 9 p.m. last evening four guns were fired from the Monte Fort as a signal for armed defence, and at once all soldiers in the place hurriedly took up their quarters at the proper places previously assigned to them. Men and guns were landed from the gunboat, which had been moored up the harbour during the afternoon in anticipation of danger at the Barrier. The cause of all the trouble appears to be on account of some natives from the market gardens round about the Barrier gate having been arrested during Saturday afternoon for disobedience of orders and so a mob of the same kind of people gathered near the gate and commenced throwing stones at the guards. The alarm was good, in that it shows how well the authorities have made their arrangements and how what excellent promptness the armed forces can turn out and take up their quarters.

Capt. J. Morrison, of the *Lung Shan*, at once ordered steam and then denning his best uniform proceeded straight to the British Vice-Consulate and offered to guard with his life the fair archives of the consulate. Capt. W. E. Clark, of the *Heung Shen*, said he had such perfect confidence in the firm fighting force now stationed on Macao that he went to bed and slept the peaceful sleep of the just.

H. E. the Governor, as Commander-in-Chief, was soon out to the scene of the trouble, and after making arrangements satisfied himself the means of defence were as he wished.

WATER RETURN.

LEVEL AND STORAGE OF WATER IN RESERVOIRS ON THE 1ST OCTOBER.

LEVEL.

1899. 1900.

above overflow, below overflow.

Tytan 2 ft. 6 in. 1 ft. 0 in.

Pokfulan 0 ft. 6 in. 0 ft. 4 in.

Wongnaicheong 0 ft. 2 in. 2 ft. 6 in.

STORAGE GALLONS.

1899. 1900.

Tytan 407,000,000 333,770,000

Pokfulan 67,090,000 65,280,000

Wongnaicheong 30,000,000 5,849,000

Total 504,090,000 464,899,000

CONSUMPTION OF WATER IN THE CITY OF VICTORIA AND HILL DISTRICT DURING THE MONTH OF SEPTEMBER.

1899. 1900.

Consumption 114,946,000 122,417,000 gallons

Estimated population 202,500 208,000

Consumption per head per day 18.8 19.6 gallons

CONSUMPTION OF WATER IN KOWLOON PENINSULA DURING THE MONTH OF SEPTEMBER.

1899. 1900.

Consumption 9,135,000 8,540,000 gallons

Estimated population 27,300 28,500

Consumption per head per day 11.1 10 gallons

The Government Analyst reports that the water is of excellent quality.

R. D. ORMSBY, Water Authority.

LATE TELEGRAMS.

NEWS VIA AUSTRALIA.

THE WAR IN SOUTH AFRICA.

London, 20th September.

Mr. Michael Davitt contradicts the report that he has been disaffected with regard to the Boers. The disaffection was attributed to him by Nonconformist ministers, who met him on his homeward journey from South Africa.

Sydney, 21st September.

Kruger has accepted the offer of the Netherlands Government to give him a passage in one of their warships to Europe. It is considered very doubtful whether England will permit Kruger to escape so easily without his in the first place giving an undertaking to absolutely abstain from any further interference in South African affairs.

The Portuguese authorities at Delagoa Bay are taking steps to prevent the Boer refugees there from returning to the Transvaal.

The British troops have discovered one hundred tons of food and a quarter million cartridges cunningly hidden away in a Lydenburg mine.

Details of the recent fighting shows that great heroism was displayed by the Australians and Canadians engaged in defending the British positions at Elmdon River and Helbron.

24th September.

Methuen has dispersed numbers of Boers and captured many sheep, cattle, wagons, ammunition, and prisoners north of the Harts River. Hildyard has succeeded in occupying Vryheid, after the troops under Gough and Bethune had defeated Botha's commandos.

The Portuguese are beginning to find the refugees from the Transvaal a source of great trouble.

Great Britain does not intend to oppose the departure of Kruger for Europe in a Netherlands warship.

The British troops are now occupying Komati Poort, which was prepared by the Boers to withstand a long siege. Immense quantities of stores, etc., have thus fallen into British hands.

Large numbers of the enemy have now entered Portuguese territory. About twelve hundred refugees foreigners have arrived at Delagoa Bay.

26th September.

About three thousand Boers and foreign mercenaries have entered Delagoa, and surrounded themselves and arms to the Portuguese officials.

Generals Viljoen and Botha and Messrs. Steyn and Reitz have signified their intention of harassing the British lines of communication near the Selati River.

Commandant Erasmus' commando has been replaced at Elmdon River Station, losing large numbers of cattle and sheep.

Lord Roberts is promising not to deport the armed burghers who surrender within a given time.

27th September.

Dewet is now giving further trouble, he having succeeded in forming a junction with Viljoen's forces north of the Selati railway. An attempt to destroy the bridge at Roovald Spruit has been frustrated, and a wagon-load of dynamite captured. Barton has secured more cattle and railway wagons near Krugersdorp.

Speaking in Parliament, the Cape Premier has described Kruger as a thief who has stolen the Transvaal gold, and that Portugal should compel him to disgorge.

Nine hundred horses and mules were drowned in the steamer *Sufolk*, which was wrecked near Port Elizabeth. All hands were saved.

GENERAL NEWS.

FRENCH IN CENTRAL AFRICA.

London, 20th September.

Severe fighting has taken place between French troops and native tribes in the cases of the Sahara desert, recently annexed by France. Two French officers and 15 men have been killed, and 50 men have been wounded.

FRENCH ANNEXATION OF A PACIFIC ISLE.

Wellington, 21st September.

News received from Tahiti states that last month the French warship *Late* annexed Rurutu, one of the Austral Group, south of Tahiti. The natives had petitioned for annexation to facilitate trade with the French Islands.

WRECK OF A BARQUE.

Auckland, 21st September.

The Union steamer *Ocean*, which arrived from the Islands to-day, brought the crew of the Danish barque *Norby*, which was wrecked on a reef at Raikoke on August 21. The vessel left Auckland on July 9 to load copra for Europe in the Society Group. On getting through the passage at Raikoke a strong wind drove her on to the reef, so badly damaging her that the captain decided to abandon the vessel. The wreck was subsequently sold for 402 francs and the cargo for 990 francs. The cargo consisted of 110 tons of copra and 10 tons of pearls. While the cargo was being taken out, the vessel suddenly sank, and two natives were drowned.

BARATONGA DESIRES TO BECOME BRITISH.

News from Baratonga states that at a meeting of all the ariks and chiefs, held early this month, it was decided to ask Great Britain to annex the islands.

AUSTRALIAN ITEMS.

Sydney, 24th September.

Leech, the surveyor who accompanied the New Austral prospecting expedition which has been exploiting country to the north of the Macdonnell Ranges, has returned to Adelaide. He gives a vivid account of the terrible effects of the drought in much of the country traversed, and states that the blacks, although not so numerous as formerly, are more

INTIMATIONS.

RUGBY FOOTBALL,"

BY
ARTHUR J. GOULD

WHO HAS PLAYED IN TWENTY-SEVEN
INTERNATIONAL MATCHES).
THE following SPECIAL ARTICLES
now appearing weekly in the *Hongkong*
City Press:—
1.—INTERNATIONAL GAMES—SOME CON-
CLUSIONS.
2.—THE EFFECT OF THE INSTRUCTIONS TO
REFEREES.
3.—FOUR THREE-QUARTERS V. THREE.
4.—GREAT PLAYERS OF THE PAST.

—GREAT PLAYERS OF THE PRESENT.
—THE NORTHERN UNION'S EFFECT ON
THE GAME.
—IS RUGBY FOOTBALL DETEBOATING?
Hongkong, 10th October, 1900. [262]

WING CHEONG.
Dealers in:
JEWELRY, PEARLS, DIAMONDS,
GEMSTONES, JADESTONEWARE, CARVED
CERAMICWARE, SILKS, and GRASS
CLOTHES.
AND
GENERAL EXPORTERS.

We beg to inform the Ladies and Gentlemen
this Colony that we commenced Business on
the 11th April, 1900 and we solicit their kind

Nos. 1 & 3, D'AGUIAR STREET.
 Behind Hongkong Dispensary.
 Hongkong, 5th April, 1900. [2581]

**AUTOMATIC MAUSER
 PISTOLS.**

CALIBRE 7.63 m.m.
 With CHAMBER for 10 CARTRIDGES,
 FIRING 10 SHOTS in 2 SECONDS.
 SIEMSEN & CO.
 Hongkong, 2nd October, 1900. [2564]

CARMICHAEL & BARLOW,
 CONSULTING ENGINEERS, SURVEYORS, AND
 CONTRACTORS,

DESIGNS and Specifications prepared for any class of Steamships, Launches and light draught vessels. Speciality, Contractors for the supply and erection of any type of machinery. New work and repairs supervised. New and second hand Launches for Sale. Telegrams, "CELESTE," Hongkong. Telephone, 232. H. F. CARMICHAEL, B. J. BARLOW. Hongkong, 1st June, 1899. 1637

NOW READY.

"MOUNTINGS OF THE NAVAL GUNS and their Subsequent Use with the LADYSMITH RELIEF COLUMN."

Being a Lecture by
CAPTAIN PERCY SCOTT,
R.N. C.B.,
and
CAPTAIN A. H. LIMPUS, R.N.
(of H. M. S. *Terrible*).

The book is printed on art paper, and illus-
trated with coloured maps and sketches.

Prices \$1 and \$1.50

怡牛號
YEE SANG & CO.,
SOLE MERCHANTS
has always on hand
LARGE STOCKS EVERY DESCRI-
TION OF COAL
At all times, for sale at the lowest prices, by
YEE SANG & CO.

Address—Care Of Messrs. KWONG SANG & CO.
No. 144, DES VŒUX ROAD. [25

Dr. NOBLE,
DENTAL SURGEON.

HAS returned to the Colony and RE-
SUMED PRACTICE

Hongkong, 10th September, 1900. [2453

HOTEL.

"BOA VISTA" HOTEL,
MACAO.

A detailed black and white illustration of the Boa Vista Hotel in Macao. The hotel is a large, multi-story building with a prominent sign on its facade that reads "HOTEL BOA VISTA". The building has a classical architectural style with multiple windows and a central entrance. In front of the hotel, there are several palm trees and a street lamp, suggesting a tropical or colonial setting. The illustration is framed by a decorative border.

THE only FIRST CLASS HOTEL in the
Colony. Moderate terms by the day or
month. European Management.

MACAO is distant 40 miles West of Hong-
kong and the journey is made each day (Sun-
days excepted) by the Magnificent Saloon
Steamer "HONGKONG" in 3 hours, leaving
Hongkong at 2 P.M. and Macao at 8 A.M.
Connection made by Company's Steamer to
and from Canton.

Tourists should not miss the chance of
visiting this famous old City.

For Terms, apply

MANAGER.
Telegraphic Address: **Bovista.** 2549

HONGKONG
BUSINESS DIRECTORY.

AUCTIONEERS, &c.

PAUL BREWITT,
2, Zetland Street, Auctioneer, Appraiser
and Commission Agent.

HUGHES & HUGHES,
Auctioneers to the Government, and Share
and General Brokers, corner Ice House
Street and Praya Central.

V. I. REMEDIOS,
Auctioneer, Appraiser and Agent,
8, Queen's Road Central.

BOARD AND LODGING

THE WESTERN HOTEL,
Excellent Accommodation, \$2.50 per day.
90 and 92, Queen's Road West.

BOOKBINDING

"DAILY PRESS" OFFICE,
The only office in China having European
taught workmen. Equal to Home Work.

BOOKSELLERS AND STATIONERS

W. BREWER & CO.,
Printers, Bookbinders and Account Book
Manufacturers, 23 and 25, Queen's Road
(under Hongkong Hotel).

BUILDERS

KANG ON,
Contractor, 30, D'Almeida Street. Local
and Coast Port Buildings, Timber, Brick
and Granite.
Mechanics engaged, Estimates given.

CHEMISTS, DRUGGISTS, &c.

THE PHARMACY,
10, Queen's Road Central. Family and
Dispensing Chemists, Wines, Spirits and
Cigars.

THE VICTORIA DISPENSARY,
Chemists and Druggists, High-class Aerated
Waters, Dealers in Photographic
Requisites, Queen's Road.

CURIO DEALERS

WATKINS, L.D. APOTHECARY'S HALL, 68,
Queen's Road Central, Cigars, Aerated
Waters, Wines, Beers, Spirits, etc.

CURIO DEALERS

KUHN & KOMOR,
Fine Art, Japanese and Chinese Curios,
21 and 23, Queen's Road, Hongkong,
Shanghai, Kobe, Yokohama.

KWONG HING,
China Porcelain, Crockery Ware, 59a,
Queen's Road Central.

DENTISTS

WONG HONG,
Surgeon Dentist, 50, Queen's Road Central.

WONG TAI FONG,
Surgeon Dentist, 24, Bank Buildings,
Opposite Hongkong Hotel.

DRAPERS

EBRAHIM ELIAS & CO.,
Milliners, Silk Mercers, Haberdashers,
Low Prices, 37, 39, Wellington Street.

SEE WOO,
Tailor, Draper and Outfitter, 67 and 69,
Queen's Road.

FLOUR

SPERRY FLOUR COMPANY,
Proprietors of the following Celebrated
Brands of Flour: "Sperry's XXX,"
"Golden Gate," "Fencer," "Buckeye,"
"Anchor," &c.
WILLIAM WHILEY, Manager.

FURNITURE WAREHOUSEMEN
A CHEE & CO., Established 1859.
Every Household Requisite. Depot for
Furniture and Kodak Films and Accessories;
17a, Queen's Road Central.

LI KWONG LOONG,
Cabinet-maker, Furniture Dealer, Art De-
corator and Dealer, 17, Queen's Road.

GROCERS

THE MUTUAL STORES,
Subsidiaries LITTON, L.D.,
8 and 10, D'Almeida Street,
Provision and General Merchants.

JEWELLERS

KANG LEE & CO.,
Jewellers, Gold and Silversmiths, Watch-
makers, Japanese Curios and Blackwood
Furniture. Opposite Post Office, 36,
Queen's Road Central.

MAISON LEVY HERMANOS,
Diamond Merchants and Watchmakers, 40,
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Hilo.

WAH LOONG,
Gold and Silversmith, Silk Dresses, Crêpe
Shawls, Ivory Lacquerware, Fans,
Curios, Bristles, Human Hair, Fea-
thers, 88, Queen's Road Central.

THE LIGHT OF THE FUTURE
EASTERN ACETYLENE LIGHTING
COMPANY, Head Office, 62a, Queen's
Road Central. Fittings of every de-
scription for the ACETYLENE LIGHT at
lowest rates.

MERCANTILE AGENT

WOODS & CO.,
Dundell Street, Agents for American and
European Export Houses.

PHOTOGRAPHERS

A FONG,
The largest and most complete Studio in
Hongkong. Established 1859. Views,
Enlargements, Ivory Miniatures, Oil
Paintings, &c., Ice House Street.

E HING,
Engraving, Developing, Printing, Mod-
erate Rates, 20a, Queen's Road East.

MEE CHEUNG,
Ice House Street, Top Floor. Permanent
Enlargements, Groups, Views, etc.; Devel-
opment Works. Amateurs' Requisites.

M. MUMFORD, JAPANESE ARTIST,
Bronze and Clay Enlargements. Work
done for Amateurs; 8a, Queen's Road, Cl.

HONGKONG
BUSINESS DIRECTORY.

PHOTOGRAPHERS.

YEE CHUN,
Marine and Portrait Painter, 50, Queen's
Road, Upstairs.

H. YERA,
Japanese Photographer, 14, Beaconsfield
Avenue, Queen's Road Cl., also Wanchai
Amateur's Requirements a Specialty.

PRINTING

"DAILY PRESS" OFFICE,
Proofs read by Englishmen.

RATTAN FURNITURE

KWONG TAI LOY,
Rattan Furniture, Bamboo, Blinds, Mat-
tresses all Colours, 39a, Queen's Road Cl.

SILK GOODS DEALERS

TEJUMUL POHUSING,
Dealer in Chinese, Indian and Japanese
Goods, Silks, Woolen and Cashmere
Shawls and other Sundry Goods; 4,
D'Almeida Street, First Floor.

WASSIAMULL ASSOMULL,
Wholesale and Retail Importers and
Exporters, India, Chinese and Japanese
Silks, Cashmere Shawls and Ceylon
Lace; 46, Queen's Road, Cl.

SILK LACE MANUFACTURERS

FR. BLUNK,
Exporter of Real Hand-made Torchon Lace
in Silk, Linen and Cotton, Grasscloth and
Silk Embroideries, Hand-made Silk
and Linen Lace Curtains made to
order; 17, Queen's Road, Central.

STOREKEEPERS

F. BLACKHEAD & CO.,
Navy Contractors, Shipchandlers, Sail-
makers, Provision and Coal Merchants,
Praya Central, next Hongkong Hotel.

KWONG SANG & CO.,
Shipchandlers, Sailmakers, Hardware,
Engineer Tools, Brass and Iron Mer-
chants, 144, Des Voeux Road.

MORE & SEIMUND,
Shipchandlers, Sailmakers, Riggers, Com-
mission Agents and General Store-
keepers, 43 and 45, Praya Central.

TAILORS

R. HAUGHTON & CO.,
Navy Military and Coat, 16, Queen's Road,
Opposite Kuhn's Curio Store.

HUNG YUEN,
Outfitters, Shirt Makers, Hatters, Hosiers,
Drapers, 85, Queen's Road, Central.

TAK CHEONG,
Tailors, Gentlemen's Outfitters, Hatters,
Hosiery, and Drapers, Chinese Silk of
all kinds, 50, & 52, Queen's Rd. Central.

YEE SANG FAT & CO.,
Outfitters, Piece Goods, Underwear, Shoes,
Hats, Silk Handkerchiefs; Opposite Post
Office, Queen's Road Central.

TOBACCONISTS

D. S. DADY BURJOE, "Los FILIPINOS,"
Importer of the Best Manila Cigars; 25,
Fottinger Street.

KRUSE & CO.,
Wholesale and Retail Havana and Manila
Cigars, Egyptian Cigarettes, Dealers in
Fancy Goods, Agents,
Connought House, Queen's Road.

VICTORIA CIGAR DEPOT,
1 and 2, Leyside Street East, AGENTS FOR
W. KENNEDY & Co., 37, Calle San
Jacinto, Manila, "Windsor Lady" and
"The Jockey" Cigars.

WINE & SPIRIT MERCHANTS

H. PRICE & CO.,
12, Queen's Road
and Calle Anloague, Manila.

MITSU BISHI DOCKYARD
AND ENGINE WORKS,
NAGASAKI

CODE WORD: "DOCK" NAGASAKI.
A.I. A.B.C., Scott's and Engineering Codes
Used.

DOCK No. 1 (at TATEGAMI).
Extreme Length... 533 feet.
Length on Blocks... 513
Width of Entrance on Top... 89
Width of Entrance on Bottom... 77
Water on Blocks at Spring Tide 26 1/2

DOCK No. 2 (at MUKAJIMA).
Extreme Length... 371 feet.
Length on Blocks... 351
Width of Entrance on Top... 66
Width of Entrance on Bottom... 53
Water on Blocks at Spring Tide 22

PATENT SLIP (at KOSUGE).
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the
LATEST IMPROVEMENTS and can
execute any kind of work in SHIPBUILD-
ING and MARINE ENGINEERING as well
as in REPAIRING OF SHIPS.
The COMPANY has a POWERFUL SAL-
VAGE PLANT READY AT SHORT
NOTICE. [1619]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED
is now prepared to receive perishable pro-
visions for Cold Storage at EAST POINT at
Moderate Rates.

WM. PARLANE,
Manager.
Hongkong, 17th February, 1899. [169]

Q U A N W A H & C O.,
LEADERS IN
ITALIAN MARBLE AND GRANITE
MONUMENTS.
DESIGNS & PRICES ON APPLICATION
at No. 1, Queen's Road East, Hongkong.
Hongkong, 17th October, 1899. [1698]

[ALL RIGHTS RESERVED.]

SPORT AND ANECDOTE.

BY AN OLD FOEY.

THE LAST OF CRICKET.

The closing stages of the first-class cricket season could hardly have produced a more interesting game than that which was left unfinished at Hastings on Saturday evening. It furnished two remarkable records and afforded a striking illustration of the ease with which runs have been made throughout the summer. Not often after the month of September has made its appearance a ground in such run-getting condition as was the case at Hastings, where almost the last match yielded well over a thousand runs for 30 wickets. That attractive batsman J. T. Tyldesley had a particularly good time of it, joining the very select number who have more than once made a century twice in one fixture. His first record of this sort was put up against Warwickshire at Birmingham in 1897, and I believe he is the only Lancastrian who has managed it in English cricket. And then again the Hastings Festival will be remembered as the scene of Gilbert Jessop accomplishing a dual performance that has fallen to the lot of very few cricketers. When he bowled A. C. MacLaren it was his 100th wicket, and later on he completed his 2,000 runs. This was first accomplished by W. G. Grace as far back as 1876; it was also done by C. L. T. Towns last year, and now the feat has been repeated by Jessop—all three being Gloucestershire players. No other Englishman holds a similar record. Statistics play a very prominent part in cricket now-a-days, and perhaps too much importance is attributed to them; but the performance shared in by the Gloucestershire amateurs only is quite out of the common.

SOME FOOTBALL SURPRISES.

Only two Saturdays of the League season have gone by as yet, but we have not had long to wait for indications as to the strength of the various teams. Early as it is, 14 of the 18 members of the First Division are bemoaning the loss of points, and some of them have not even so much as found the net. I do not mean that all the 14 have been beaten. They have either been defeated or thrown points away by participating in draws when they ought to have won. Perhaps the most serious deterioration is that of Sheffield United. Twelve months ago they were giving indications that they would be a hard side to master, and as a matter of fact they were not vanquished until after the new year came in. Now, they share with Preston North End and the Bolton Wanderers the indignity of having gone down each time they have turned out. Moreover, again like the Wanderers, and also like Blackburn Rovers and Newcastle United, they have not yet opened their scoring account. All this points to a very serious falling off. On the other hand, Burnley and Aston Villa are going great guns, whilst Everton, Liverpool, and Derby County appear to have strengthened their teams materially. Burnley have picked up four points where they lost four last year by conquering Sheffield United and Manchester City, whilst in the matter of goal average they have made immense strides. The League champions have gone off with a rattling, having gathered in all the points and lost no goals in three engagements. Their visit to the new home of the West Bromwich Albion attracted a terrific crowd, and the game was of the usual fierce description when these two old rivals are in the field. Whilst the present champions are keeping up their reputation it is melancholy to see the first champions doing so poorly. All the length of the table separates the two famous clubs.

A GOLF CHAMPIONSHIP.

The absence of John Ball, junr., who went to the front with the Imperial Yeomanry, opened out the path for the golf cracks, some of whom have fallen into the way of honours that might have gone to the famous Hoylake player if he had been a competitor. A very old rival of his, Harold Hilton, of the Royal Liverpool, has just equalled his record by winning the amateur and the Irish championships in one year. Mr. Hilton spent a week on the links of the County Down Club, at Newcastle, carrying off the Irish championship in easy fashion. For an opponent he had Mr. Sydney Fry, of Mid-Surrey, who is well-known as the amateur billiard champion. He has proved himself a very capable golfer, but only 27 holes were needed to give the Liverpool crack the victory, by eleven up and nine to play. Mr. Hilton, by the way, was the winner in 1897, when he beat Mr. L. S. Anderson by five and four at Dollymount.

SWIMMING THE CHANNEL.

Since the late Captain Matthew Webb astonished the world by swimming across the English Channel in August 1875, in just under twenty-two hours, it has stood as an unapproachable record. Only a month before this Webb swam from Blackwall to Gravesend Pier, in 4 hrs. 52 mins. 44 secs. In his Channel trip he plunged from the Admiralty Pier at Dover, and touched the sands at Calais in 21 hrs. 45 mins., this still standing to-day as the greatest swimming feat the world has ever known. The failures of others to accomplish it only impresses one with its magnitude. It has for years been the ambition of every long-distance swimmer, but none has yet been able to rival Webb's performance. As one writer has neatly put it, "The Channel knows no hero but Matthew Webb." Just think of spending nearly twenty-two hours in a nasty choppy sea, with every nerve in your body strained to the utmost. At the date of its accomplishment the achievement was spoken of as a marvel, and as already hinted, time has only served to make it seem more marvellous still. The day may come when another swimmer will compass the distance, but it is not likely to be just yet. Sovereign athletes are reported to have crossed the Channel, but none of these claims have been accepted. For instance Cavill is said to have swum from Dover to Calais in twelve hours in August 1877, but the statement has always

lacked verification. Johnson, who was known in history as the "hero of London Bridge," essayed the task in 1872, but cold compelled him to stop after seven miles in about 65 minutes. Johnson won his title of "hero" by diving from the parapet of London Bridge presumably to save the life of a drowning man, but it was whispered that the whole thing was pre-arranged and that the "drowning" man was the swimmer's own father! He was for some years champion of the world. Frank Holmes, the Birmingham amateur, made a plucky attempt to cross from Dover Bay as recently as the 24th July last, but he was obliged to climb into the boat of his attendants after being in the water for close upon five hours and travelling fourteen miles. Is it an open secret that Montagu Holborn, the well-known cyclist, has designs on Webb's record, and may go for it next summer. He is thoroughly at home in the water, being able to stay in for hours at a stretch, and as he has a splendid constitution he is as likely as anybody to get across the Channel. Captain Webb, it will be remembered, threw his life away in trying to swim through the Niagara rapids on the 24th July, 1883. It was no better than suicide, and everybody lamented the sad end of the bravest of England's sons.

WOMEN SWIMMERS.

I read in an article the other day that "men and women are not very well made for swimming." They are not so badly off as the camel, which cannot swim at all, being top heavy. The writer can hardly be complimented on the comparison he draws, and I should like to have his proof that a camel cannot swim. Of women swimmers we have an abundance, and very graceful some of them are in the water. It was a treat to see the late Professor Beckwith and his family in the large tank at the Westminster Aquarium, and many clever female swimmers are to be seen any summer at the various seaside resorts. Some of these have proved their ability to undertake arduous feats in the water. When only fourteen years of age Agnes Beckwith swam from London Bridge to Greenwich, covering the five miles in an hour and eight minutes. This was soon eclipsed. Emily Parker going from London Bridge to Blackwall, a distance of seven miles, in an hour and 35 minutes. Stopping under water seems an easy matter for some of these ladies. Less than two years ago Elise Wallenda established the under-water record of 4 min. 45 sec. at the London Alhambra, thus beating Annie Johnson's record of 3 min. 18 secs. made at the North Pier Pavilion, Blackpool, nearly ten years ago. As to men and women not being very well made for swimming, the children of the South Sea Islanders take to the water almost before they can walk, and their diving feats are nothing short of miraculous. They are perfectly at home on the tossing billows, and apparently know no fear under conditions that strike terror into the heart of many an observer.

THE "WOMAN FISH."

When it became known a few days ago that the Austrian lady swimmer Fraulein Walburga von Iacescu—some of the papers describe her as "Countess"—had an ambition to cross the Channel, there was much curiosity on this side of the water as to success of her trial as there was on the Continent itself. She has won much fame and earned the title of the "Woman Fish." She is an amateur, uses both the side and breast stroke, having a partiality for the side stroke. Her friends say she is a strong but very light swimmer, and after spending two hours in the water she feels no fatigue. Her greatest performances were made in the river Danube—one from Stein to Vienna, forty-seven miles, which occupied 18 hours, and another from Vienna to Presbourg and back, some 36 miles, which took her 15 hours. Having managed such great distances as these, it is easy to understand that she had faith to believe in her ability to rival Capt. Webb's world-wide accomplishment. Prior to starting from a bathing box outside Calais, Madame Iacescu was rubbed with porpoise oil, and she wore a tight-fitting costume, leaving the arms and legs free. She began her task at 7.30 in the morning, accompanied by attendants in a steam tug, and although the conditions were favourable this did not last for long. The wind increased, and Madame's eyes presently became very painful owing to the action of the salt water. Hour after hour passed by, until at half-past four, when a heavy mist had settled over the Channel, her pilot prevailed on her to abandon the attempt. She left the water at six o'clock, having swum with great pluck for something like 20 miles. She was naturally disappointed, but the effects of her marvellous performance soon wore off. Wind, tide, and the broken water were all against her, and seeing that she was in the water for ten hours her powers of endurance must be phenomenal. Next season, she declares, she will swim from Calais to Dover in the 24 hours, taking brief intervals of rest, and if she does make the start she is hardly likely to fail, after her recent experience, which proves her to be the greatest lady swimmer the art has yet known.

DOCTORS' RECREATION.

With so many forms of recreation that one can turn to now-a-days it is interesting to know the opinions of some of the leading medical men. Gen. Baden-Powell's favourite pastime, as we are all aware, is pig-sticking, but as we cannot all become pig-stickers we shall have to content ourselves with something less exciting and certainly less risky. We have not all the pluck and daring of "Doctors' Diversions" in the current Strand Magazine, we are told how some of the great "medicals" spend their time out of doors. Sir Wm. MacCormac, who went out to South Africa to assist in patching up poor Tommy, has a leaning for golf, "because it gives sufficient and agreeable exercise and is a complete mental distraction." On the other hand Sir Joseph Ewart, M.D., of Brighton, favours walking, and argues that if he played golf he would have to give up the best part of a day to the sport without getting more physical benefit from it than from his morning walk. Haymaking and harvesting are hobbies with Sir Joseph. Sir Michael Foster, M.P., has not played cricket since he was 17, and has a partiality for gardening. Since he gave up Alpine climbing, which he followed for 23 years, Professor Clifford Allbutt has contented himself with cycling, but it comes a long way behind the pleasures of mountaineering. He believes it is "physical danger in their sport which develops the courage of men." Sir Charles Cameron, M.P., who is 64 years of age, is an ardent cyclist. Shooting holds first place in the affections of Dr. Robert Farquharson, the member for West Aberdeenshire. He has a good word for golf, which he only recently took up. As he was for some years the medical officer at Rugby School, it is interesting to learn that football as played at Rugby is less "ferocious" than it looks. Sir Peter Eade, who is now 75, says that when he retires from the medical profession in a year or two he will probably take up cycling! In the meantime his only recreation, like that of Sir Michael Foster, is gardening. Mr. R. Brudenell Carter, the eminent ophthalmic surgeon, expresses the opinion that young men get no physical good "from tearing along a road, half doled up, until they become hot and exhausted," and most people will agree with him.

PITY THE POLO PONY.

Polo-playing is a sport that few of us can indulge in. A season will swallow up a small fortune, some of the best known polo ponies costing as much as £700, and it is a common thing for one rider to mount three or four in the course of a trying match. Ponies that are thoroughly trained are just about as keen as the players themselves. They will follow the course of the ball with wonderful keenness, and seem to be up to every trick. Unfortunately polo players do not always have that consideration for their mounts that one would like to see. Look on at a close game for a time, and you will see that all the animals engaged do not enjoy it. Some of them will be ridden with a fierceness and a cruelty that will draw out your pity, whilst you feel tempted to speak your mind freely to the competitors. There was a case in one of the police courts down South the other day that proved the heartlessness of a polo player. The rules of the Hurlingham Club, the acknowledged authority, declared that neither blunders nor spurs are to be used, but in the case referred to a competitor had spurred his mount so cruelly that it had wounds two or three inches long, these having been inflicted by sharp rowels of the military kind. Six of the players had spurs, and only two were without. The defendant, a gentleman farmer, was fined £5, and the full costs, and every lover of animals will say that he got no more than he deserved.

NEWSPAPERS, MAGAZINES, &c.

"GREATEST EFFICIENCY." PREPARED RATES, PER ANNUM. "LOWEST RATES."

Black and White and Xmas No. ... 1 16 0
Daily Graphic (Weekly Part) ... 2 4 3
Field ... 1 15 7
Gentleman and Extra Nos. ... 1 16 6
Graphic and Extra Nos. ... 1 12 6
Illustrated London News and Extra Nos. 1 12 6
Illustrated London News & Ex. Nos. 1 15 6
Ladies' Pictorial and Extra Nos. ... 1 16 6
Lancet ... 1 13 2
Nineteenth Century ... 1 9 1
Overland Mail ... 0 17 4
Punch and Almanac ... 0 14 10
Queen ... 1 1 1
Saturday Review ... 1 9 1
Sketch and Xmas No. ... 1 19 2
Sporting Times ... 0 10 6
Truth or World ... 0 10 6
Times (Weekly Edition) ... 0 12 7

FULL LIST (FREE) ON APPLICATION.

W. H. EVERETT & SON, SALISBURY SQUARE, LONDON, E.C. [261]

UNTouched BY HAND.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND. [1603]

PUT LOG CABIN IN YOUR PIPE & Smoke it.

Manufactured only by LAMBERT & BUTLER, LTD., LONDON, ENGLAND. [2653-2]

TO LET.

WITH IMMEDIATE POSSESSION.

A SPACIOUS ROOM, suitable for an OFFICE, on N.E. corner of Third Floor, PRINCE'S BUILDINGS.
Apply to—
S. J. DAVID & CO.
Hongkong, 10th July, 1900. [1945]

TO LET.

ONE LARGE ROOM, THIRD FLOOR, QUEEN'S BUILDINGS.
"WAGENINGEN," Mount KELLET, PEAK.
13, PRAYA CENTRAL, now known as 20, Des Voeux Road CENTRAL. ROOMS on 2nd Floor.

TOP FLOOR of the GODOWN No. 2A, BLUE BUILDINGS.

No. 5, RIFON TERRACE.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 9th October, 1900. [61]

TO LET.

From the 1st November Next.

"INGLEWOOD."

A FIVE ROOMED HOUSE, with TENNIS COURT.
Apply to—
HUMPHREYS ESTATE AND FINANCE CO., LIMITED.
Hongkong, 1st October, 1900. [2545]

TO LET.

FROM the 1st October—FOUR ROOMS and COMPLETION OFFICES on the 1st Floor No. 16, Des Voeux Road, at present in the occupation of Deutsch Asiatische Bank.
Apply to—
SEE W.O.
No. 69, Queen's Road Central.
Hongkong, 19th September, 1900. [2454]

TO LET.

THE EYRIE, PEAK, FURNISHED.
THE THREE UPPER FLOORS, 3, DUNDON STREET.
For Particulars, apply to—
R. C. WILCOX,
8, Beaconsfield Arcade.
Hongkong, 12th October, 1900. [2589]

APARTMENTS TO LET, FURNISHED WITH BOARD.
For particulars address—
"MYRTLE,"
Care of Daily Press Office.
Hongkong, 28th September, 1900. [2523]

BOARD AND RESIDENCE.
MRS. GILLANDERS,
"GLENWOOD,"
21, CAINE ROAD.
Hongkong, 20th September, 1900. [2457]

COMFORTABLY FURNISHED ROOMS, with Board.
Apply to Mrs. MATTHEW, 2, Fiddler's Hill.
Hongkong, 1st January, 1892.
BOARD AND RESIDENCE.

MRS. SIDNEY JEFFREY,
"VERITAS,"
BEACH ROAD WEST,
FELIXSTOWE, SUFFOLK, ENGLAND.
Hongkong, 28th August, 1900. [2393]

NEWSPAPERS, MAGAZINES, &c.

SUBSCRIPTIONS.

Black and White and Xmas No. ... 1 16 0
Daily Graphic (Weekly Part) ... 2 4 3
Field ... 1 15 7
Gentleman and Extra Nos. ... 1 16 6
Graphic and Extra Nos. ... 1 12 6
Illustrated London News and Extra Nos. 1 12 6
Illustrated London News & Ex. Nos. 1 15 6
Ladies' Pictorial and Extra Nos. ... 1 16 6
Lancet ... 1 13 2
Nineteenth Century ... 1 9 1
Overland Mail ... 0 17 4
Punch and Almanac ... 0 14 10
Queen ... 1 1 1
Saturday Review ... 1 9 1
Sketch and Xmas No. ... 1 19 2
Sporting Times ... 0 10 6
Truth or World ... 0 10 6
Times (Weekly Edition) ... 0 12 7

FULL LIST (FREE) ON APPLICATION.

W. H. EVERETT & SON, SALISBURY SQUARE, LONDON, E.C. [261]

UNTouched BY HAND.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND. [1603]

PUT LOG CABIN IN YOUR PIPE & Smoke it.

Manufactured only by LAMBERT & BUTLER, LTD., LONDON, ENGLAND. [2653-2]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA SUEZ CANAL	PATROCLOS	Brit. str.	—	Dickens	BUTTERFIELD & SWIRE	To-day.
LONDON VIA SUEZ CANAL	GLENGYLE	Brit. str.	—	Darke	McGREGOR BROS. & GOW	On 27th inst.
LONDON VIA SUEZ CANAL	IDOMENEUS	Brit. str.	—	Biley	BUTTERFIELD & SWIRE	On 30th inst.
LONDON VIA SUEZ CANAL	DOUBAY	Brit. str.	—	G. W. Montford, R.N.R.	P. & O. S. N. Co.	On or about 1st Nov.
LIVERPOOL DIRECT	AGAMEMNON	Brit. str.	—	Nish	BUTTERFIELD & SWIRE	On 13th Nov.
TRIESTE, via Ports of Call.	TANTALUS	Brit. str.	—	Gregory	BUTTERFIELD & SWIRE	On 17th Nov.
MARSEILLES, LONDON & ANTWERP, v. S'PORE, &c.	SACHSEN	Ger. str.	—	E. Oesselmann	MELCHERS & CO.	To-morrow, at Noon.
MARSEILLES, LONDON & ANTWERP, v. S'PORE, &c.	CANDIA	Brit. str.	—	A. W. Symes, R.N.R.	P. & O. S. N. Co.	On or about 18th inst.
MARSEILLES, LONDON & ANTWERP, v. S'PORE, &c.	TAMBA MARU	Jap. str.	—	J. W. Wale	NIPPON YUSEN KAISHA	On 18th inst., at Daylight.
HAVER & HAMBURG	LAOS	Fren. str.	—	Flandin	MESSAGERIES MARITIMES	On 22nd inst., at 1 P.M.
HAVER & HAMBURG	MALTA	Brit. str.	—	P. J. Cole	P. & O. S. N. Co.	On 24th inst., at Noon.
HAVER & HAMBURG	SANUKI MARU	Jap. str.	—	W. Townsend	NIPPON YUSEN KAISHA	On 2nd Nov., at Daylight.
HAVER & HAMBURG	BAMBERG	Ger. str.	—	Jacobs	CARLOWITZ & CO.	On 23rd inst.
HAVER & HAMBURG	SARINIA	Ger. str.	—	Schaeffe	CARLOWITZ & CO.	On or about 2nd Nov.
HAVER & HAMBURG	SARINIA	Ger. str.	—	Forck	CARLOWITZ & CO.	On or about 18th Nov.
HAVER & HAMBURG	AMBRIA	Ger. str.	—	A. Wagner	CARLOWITZ & CO.	On or about 2nd Dec.
HAVER & HAMBURG	MARQUIS BACQUEHEM	Aut. str.	—	A. Blaffer	SANDER, WIELER & CO.	On 18th inst., at Noon.
HAVER & HAMBURG	ASTORIA	Ger. str.	—	Hildebrandt	CARLOWITZ & CO.	On 15th inst.
NEW YORK VIA SUEZ CANAL	ANAPA	Brit. str.	—	—	—	On or about 27th inst.
VANCOUVER, via SHANGHAI, &c.	EMPEROR OF CHINA	Brit. str.	—	R. Archibald, R.N.R.	CANADIAN PACIFIC R.L. CO.	On 24th inst.
VICTORIA, B.C., & Tacoma via SHANGHAI, &c.	VICTORIA	Brit. str.	—	J. Pantou	DODWELL & CO., LIMITED	On 16th inst.
VICTORIA, B.C., & Tacoma via SHANGHAI, &c.	IDZUMI MARU	Jap. str.	—	M. J. Curnow	NIPPON YUSEN KAISHA	On 27th inst., at 4 P.M.
PORTLAND, OREGON via JAPAN	MONMOUTHSHIRE	Brit. str.	—	—	—	On 20th inst.
SAN FRANCISCO via NAGASAKI, &c.	DOLIC	Brit. str.	—	—	—	On 23rd inst.
SAN FRANCISCO via AMOY, &c.	NIPPON MARU	Jap. str.	—	—	—	On 30th inst.
SAN FRANCISCO via SHANGHAI, &c.	CITY OF RIO DE JANEIRO	Brit. str.	—	—	—	On 8th Nov., at Noon.
SAN DIEGO, &c., via SHANGHAI, &c.	CARLEIGH CITY	Brit. str.	—	—	—	On 26th Nov.
AUSTRALIAN PORTS	GUTHRIE	Jap. str.	—	—	—	On 26th inst., at Daylight.
AUSTRALIAN PORTS	KANAKA MARU	Jap. str.	—	—	—	On 26th inst., at Noon.
AUSTRALIAN PORTS	CHANGSHA	Brit. str.	—	—	—	On 12th Nov., at Noon.
KOBE	CHANGSHA	Brit. str.	—	—	—	On 23rd inst.
KOBE & YOKOHAMA	INABA MARU	Jap. str.	—	—	—	On 26th inst., at Daylight.
NAGASAKI, KOBE & YOKOHAMA	KANAKA MARU	Jap. str.	—	—	—	On 18th inst., at Noon.
YOKOHAMA & KOBE	SILEPSIA	Aut. str.	—	—	—	On 19th inst., at Noon.
MOJI, KOBE & YOKOHAMA	HYOSHIMA MARU	Jap. str.	—	—	—	On 4th Nov., at Daylight.
SHANGHAI	LYEEMOON	Ger. str.	—	—	—	To-morrow, at 4 P.M.
SHANGHAI & JAPAN	CANTON	Brit. str.	—	—	—	On or about 25th inst.
SHANGHAI	COROMANDEL	Brit. str.	—	—	—	On or about 26th inst.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	BAVERN	Brit. str.	—	—	—	Quick despatch.
SHANGHAI	BAVERN	Brit. str.	—	—	—	To-day, at 3 P.M.
SWATOW	BAVERN	Brit. str.	—	—	—	To-day, at Noon.
SWATOW, AMOY & TAIWANFOO	THALES	Jap. str.	—	—	—	To-morrow, at Daylight.
SWATOW, AMOY & TAIWANFOO	ANPING MARU	Jap. str.	—	—	—	On 21st inst., at Daylight.
POOICOW via SHANGHAI & AMOY	TAMBU MARU	Jap. str.	—	—	—	On 24th inst.
MANILA via AMOY	AKASHI MARU	Jap. str.	—	—	—	To-day, at 5 P.M.
MANILA	ESMERALDA	Brit. str.	—	—	—	On 15th inst., at 4 P.M.
MANILA	SUNRIANG	Brit. str.	—	—	—	On 18th inst., at Noon.
MANILA	CHANGSHA	Brit. str.	—	—	—	On 23rd Nov., at Noon.
MANILA, CEBU & ILOILO	KATONG	Brit. str.	—	—	—	On 27th inst., at 4 P.M.
SINGAPORE, PENANG & CALCUTTA	SUNSHINE	Brit. str.	—	—	—	To-day, at Noon.
SAMARANG & SOERABAYA	SHANTUNG	Brit. str.	—	—	—	On 25th inst.

SHIPPING.

ARRIVALS.
Oct. 15, KWANGSUNG, British str., 1,077 R. Lincolns, Shanghai 12th Oct., General—CHITISE.
Oct. 15, THALES, British str., 820, Robson, Swatow 14th October, General—DODWELL & CO.
Oct. 15, EASTERN, British str., 3,500, Winthrop Ellis, Sydney and Manila 22nd Sept., General—(J.B.L. LIVINGSTON & CO.)
Oct. 15, CHOWFA, German str., 1,085, Williamson, Bangkok 8th Oct., Timber and Rice—MELCHERS & CO.
Oct. 15, KURUMI, British str., 1,610, R. C. D. Bradley, Java 5th Oct., Sugar—JARDINE, MATHESON & CO.
Oct. 15, ESERALDA, British str., 900, G. T. Blackland, Manila 12th Oct., General—SHEWAN, TOMES & CO.
Oct. 15, IDZUMI MARU, Jap. str., 2,367, M. J. Curnow, Seattle via Victoria 14th Sept. and Moji 10th Oct., General—NIPPON YUSEN KAISHA.
Oct. 15, JEANARA, British str., 2,179, Stubbs, Barry 22nd August, Coal—DODWELL & CO., LIMITED.
Oct. 15, ASHURU, British transport, 2,202, A. Nowby, Shanghai 12th October.
Oct. 15, SUNXIANG, British str., 1,021, S. W. Moore, Manila 12th Oct., General—BUTTERFIELD & SWIRE.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
15TH OCTOBER.
Athlet, German str., for Yokohama.
Hermes, Norwegian str., for Hongkong.
Wong, British str., for Taiwanfoo.
Loongson, British str., for Amoy.
Kwanglee, British str., for Canton.

DEPARTURES.

Oct. 15, ASHI, Japanese battleship, for Japan.
Oct. 15, KWANGSUNG, British str., for Amoy.
Oct. 15, LOONGSON, British str., for Manila.
Oct. 15, KWANGLEE, British str., for Canton.

VESSELS IN DOCK.

ABERDEEN DOCKS.—U.S.S. Monterey, Canton, Canton River, Adamastor, Erie J. Ray, Gwalior, Fushan.
COSMOPOLITAN DOCK.—Stanfield, Auping Maru.

SHIPPING REPORTS.

The British transport Ashur, from Shanghai 12th inst., had strong N.E. wind with high sea.
The British steamer Sanghvi, from Manila 12th inst., had strong monsoon and very high sea.
The British steamer Esmeralda, from Manila 12th inst., had very strong monsoon wind with heavy beam sea and swell throughout the passage, with clear weather.
The British steamer Thales, from Swatow 14th inst., had strong E.N.E. winds and fine weather.
Vessels in Swatow—German man-of-war Eber, one Chinese man-of-war, steamers Pakhoi and Siam.
The British steamer Esmeralda, from Sydney 22nd Sept. and Manila 12th Oct., had fine weather with light variable winds from Sydney to Manila and strong N.E. monsoon with very high sea and overcast, cloudy weather from Manila to port. On Sunday, Oct. 14th, passed a steam launch (yellow funnel, red band) in lat. 20.00 N., long. 116 E., steering S.E., and apparently all well.

VESSELS ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, RIOME AND TRIESTE.
(Taking Cargo at through rates to the BRAZILS, SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE AND ADELATIC PORTS).

THE Company's Steamship
"MARQUIS BACQUEHEM,"
Captain A. Blaffer, will be despatched as above on THURSDAY, the 16th inst., P.M., instead of as previously advertised.
For information as to Passage and Freight, apply to
SANDER, WIELER & CO.,
Agents.
Hongkong, 12th October, 1900. [2384]

VESSELS ON THE BERTH

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR SINGAPORE, PENANG AND CALCUTTA.
THE Company's Steamship
"SUISANG,"
Captain Tadd, will be despatched as above TO-DAY, the 16th inst., at Noon.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 10th October, 1900. [2621]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship
"PATROCLOS,"
Captain Dickens, will be despatched as above TO-DAY, the 16th October.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 7th September, 1900. [2474]

FOR WUCHOW VIA KAMCHUK, SAM-SUI, SIWING AND TAKHING.

THE Company's Steamship
"KWAILUM,"
Captain D. Bowie, will be despatched for the above ports TO-DAY (TUESDAY), the 16th October, at 5 P.M.
For Freight or Passage, apply to
KAI HING & CO.,
46, Praya West.
Hongkong, 15th October, 1900. [2651]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.
THE Company's Steamship
"ESMERALDA,"
Captain Geo. J. Blackland, will be despatched as above TO-DAY, the 16th inst., at 5 P.M.
This steamer has superior accommodation for Passengers and is fitted with the Electric Light.
A doctor is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 16th October, 1900. [2633]

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship
"ANPING MARU,"
Captain S. Atsumi, will be despatched for the above ports TO-MORROW, the 17th inst., at Daylight.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 3rd October, 1900. [1443]

FOR SHANGHAI.

THE Steamship
"LYEEMOON,"
Captain G. Heuermann, will be despatched for the above port TO-MORROW, the 17th inst., at 4 P.M.
This Steamer has superior accommodation for First and Second Class Passengers.
For Freight or Passage, apply to
SIEMSEN & CO.,
Agents.
Hongkong, 12th October, 1900. [2638]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.
THE Imperial German Mail Steamship
"BAVERN,"
OF THE NORDDEUTSCHER LLOYD,
Captain H. Bleker, due here with the outward German Mail about the 17th inst., will leave for the above places about 24 hours after arrival.
NORDDEUTSCHER LLOYD.
For Further Particulars, apply to
MELCHERS & CO.,
Agents.
Hongkong, 15th October, 1900. [8]

HAMBURG-AMERIKA LINIE

(FREIGHT SERVICE).
Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TENERIFE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.
STEAMERS. DESTINATIONS. SAILING DATES.
ASTORIA { NEW YORK VIA SUEZ CANAL { On 19th { Freight.
Capt. Hildebrandt { October.
BAMBERG { HAVRE & HAMBURG { On 23rd { Freight.
Capt. Jacobs { (London with transshipment in Hamburg) { October.
SARNIA { HAVRE & HAMBURG { About 2nd { Freight and
Capt. Schlecke { (London with transshipment in Hamburg) { November. { Passage.
SUEVIA { HAVRE & HAMBURG { About 18th { Freight.
Capt. Forck { (London with transshipment in Hamburg) { November.
AMBRIA { HAVRE & HAMBURG { About 2nd { Freight.
Capt. A. Wagner { (London with transshipment in Hamburg) { December.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.
THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.
SAFETY. SPEED. FUNDAMENTALITY.
Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).
"EMPEROR OF CHINA" Comdr. R. Archibald, R.N.R., WEDNESDAY, 24th Oct., 1900
"EMPEROR OF INDIA" Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 21st Nov., 1900
"EMPEROR OF JAPAN" Comdr. H. Pybus, R.N.R., WEDNESDAY, 19th Dec., 1900

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.
THE Company's Steamship
"ANPING MARU,"
Captain S. Atsumi, will be despatched for the above ports TO-MORROW, the 17th inst., at Daylight.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 3rd October, 1900. [1443]

FOR SHANGHAI.

THE Steamship
"LYEEMOON,"
Captain G. Heuermann, will be despatched for the above port TO-MORROW, the 17th inst., at 4 P.M.
This Steamer has superior accommodation for First and Second Class Passengers.
For Freight or Passage, apply to
SIEMSEN & CO.,
Agents.
Hongkong, 12th October, 1900. [2638]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.
THE Imperial German Mail Steamship
"BAVERN,"
OF THE NORDDEUTSCHER LLOYD,
Captain H. Bleker, due here with the outward German Mail about the 17th inst., will leave for the above places about 24 hours after arrival.
NORDDEUTSCHER LLOYD.
For Further Particulars, apply to
MELCHERS & CO.,
Agents.
Hongkong, 15th October, 1900. [8]

HAMBURG-AMERIKA LINIE

(FREIGHT SERVICE).
Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TENERIFE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.
STEAMERS. DESTINATIONS. SAILING DATES.
ASTORIA { NEW YORK VIA SUEZ CANAL { On 19th { Freight.
Capt. Hildebrandt { October.
BAMBERG { HAVRE & HAMBURG { On 23rd { Freight.
Capt. Jacobs { (London with transshipment in Hamburg) { October.
SARNIA { HAVRE & HAMBURG { About 2nd { Freight and
Capt. Schlecke { (London with transshipment in Hamburg) { November. { Passage.
SUEVIA { HAVRE & HAMBURG { About 18th { Freight.
Capt. Forck { (London with transshipment in Hamburg) { November.
AMBRIA { HAVRE & HAMBURG { About 2nd { Freight.
Capt. A. Wagner { (London with transshipment in Hamburg) { December.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.
THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.
SAFETY. SPEED. FUNDAMENTALITY.
Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).
"EMPEROR OF CHINA" Comdr. R. Archibald, R.N.R., WEDNESDAY, 24th Oct., 1900
"EMPEROR OF INDIA" Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 21st Nov., 1900
"EMPEROR OF JAPAN" Comdr. H. Pybus, R.N.R., WEDNESDAY, 19th Dec., 1900

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.
THE Company's Steamship
"ANPING MARU,"
Captain S. Atsumi, will be despatched for the above ports TO-MORROW, the 17th inst., at Daylight.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 3rd October, 1900. [1443]

FOR SHANGHAI.

THE Steamship
"LYEEMOON,"
Captain G. Heuermann, will be despatched for the above port TO-MORROW, the 17th inst., at 4 P.M.
This Steamer has superior accommodation for First and Second Class Passengers.
For Freight or Passage, apply to
SIEMSEN & CO.,
Agents.
Hongkong, 12th October, 1900. [2638]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.
THE Imperial German Mail Steamship
"BAVERN,"
OF THE NORDDEUTSCHER LLOYD,
Captain H. Bleker, due here with the outward German Mail about the 17th inst., will leave for the above places about 24 hours after arrival.
NORDDEUTSCHER LLOYD.
For Further Particulars, apply to
MELCHERS & CO.,
Agents.
Hongkong, 15th October, 1900. [8]

HAMBURG-AMERIKA LINIE

(FREIGHT SERVICE).
Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TENERIFE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.
STEAMERS. DESTINATIONS. SAILING DATES.
ASTORIA { NEW YORK VIA SUEZ CANAL { On 19th { Freight.
Capt. Hildebrandt { October.
BAMBERG { HAVRE & HAMBURG { On 23rd { Freight.
Capt. Jacobs { (London with transshipment in Hamburg) { October.
SARNIA { HAVRE & HAMBURG { About 2nd { Freight and
Capt. Schlecke { (London with transshipment in Hamburg) { November. { Passage.
SUEVIA { HAVRE & HAMBURG { About 18th { Freight.
Capt. Forck { (London with transshipment in Hamburg) { November.
AMBRIA { HAVRE & HAMBURG { About 2nd { Freight.
Capt. A. Wagner { (London with transshipment in Hamburg) { December.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.
THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.
SAFETY. SPEED. FUNDAMENTALITY.
Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).
"EMPEROR OF CHINA" Comdr. R. Archibald, R.N.R., WEDNESDAY, 24th Oct., 1900
"EMPEROR OF INDIA" Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 21st Nov., 1900
"EMPEROR OF JAPAN" Comdr. H. Pybus, R.N.R., WEDNESDAY, 19th Dec., 1900

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.
THE Company's Steamship
"ANPING MARU,"
Captain S. Atsumi, will be despatched for the above ports TO-MORROW, the 17th inst., at Daylight.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 3rd October, 1900. [1443]

FOR SHANGHAI.

THE Steamship
"LYEEMOON,"
Captain G. Heuermann, will be despatched for the above port TO-MORROW, the 17th inst., at 4 P.M.
This Steamer has superior accommodation for First and Second Class Passengers.
For Freight or Passage, apply to
SIEMSEN & CO.,
Agents.
Hongkong, 12th October, 1900. [2638]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.
THE Imperial German Mail Steamship
"BAVERN,"
OF THE NORDDEUTSCHER LLOYD,
Captain H. Bleker, due here with the outward German Mail about the 17th inst., will leave for the above places about 24 hours after arrival.
NORDDEUTSCHER LLOYD.
For Further Particulars, apply to
MELCHERS & CO.,
Agents.
Hongkong, 15th October, 1900. [8]

HAMBURG-AMERIKA LINIE

(FREIGHT SERVICE).
Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TENERIFE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.
STEAMERS. DESTINATIONS. SAILING DATES.
ASTORIA { NEW YORK VIA SUEZ CANAL { On 19th { Freight.
Capt. Hildebrandt { October.
BAMBERG { HAVRE & HAMBURG { On 23rd { Freight.
Capt. Jacobs { (London with transshipment in Hamburg) { October.
SARNIA { HAVRE & HAMBURG { About 2nd { Freight and
Capt. Schlecke { (London with transshipment in Hamburg) { November. { Passage.
SUEVIA { HAVRE & HAMBURG { About 18th { Freight.
Capt. Forck { (London with transshipment in Hamburg) { November.
AMBRIA { HAVRE & HAMBURG { About 2nd { Freight.
Capt. A. Wagner { (London with transshipment in Hamburg) { December.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.
THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.
SAFETY. SPEED. FUNDAMENTALITY.
Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).
"EMPEROR OF CHINA" Comdr. R. Archibald, R.N.R., WEDNESDAY, 24th Oct., 1900
"EMPEROR OF INDIA" Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 21st Nov., 1900
"EMPEROR OF JAPAN" Comdr. H. Pybus, R.N.R., WEDNESDAY, 19th Dec., 1900

HAMBURG-AMERIKA LINIE

(FREIGHT SERVICE).
Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TENERIFE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.
STEAMERS. DESTINATIONS. SAILING DATES.
ASTORIA { NEW YORK VIA SUEZ CANAL { On 19th { Freight.
Capt. Hildebrandt { October.
BAMBERG { HAVRE & HAMBURG { On 23rd { Freight.
Capt. Jacobs { (London with transshipment in Hamburg) { October.
SARNIA { HAVRE & HAMBURG { About 2nd { Freight and
Capt. Schlecke { (London with transshipment in Hamburg) { November. { Passage.
SUEVIA { HAVRE & HAMBURG { About 18th { Freight.
Capt. Forck { (London with transshipment in Hamburg) { November.
AMBRIA { HAVRE & HAMBURG { About 2nd { Freight.
Capt. A. Wagner { (London with transshipment in Hamburg) { December.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.
THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, N

VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY, LIMITED.

FOR AMOY AND MANILA.

THE Company's Steamship
"SUNGKIANG,"
Captain Moore, will be despatched as above on THURSDAY, the 18th inst., at 4 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 15th October, 1900. [2651]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship
"SUNGKIANG,"
Captain Moore, will be despatched as above on THURSDAY, the 18th inst., at 4 P.M.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 15th October, 1900. [2596]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR YOKOHAMA AND KOBE.

THE Company's Steamship.

"SILESLIA."

Captain P. Craschke, will leave for the above places on FRIDAY, the 19th inst., at Noon.
For Freight or Passage, apply to
SANDER, WIEBER & CO.,
Agents.
Hongkong, 15th October, 1900. [2595]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(HAKODATE-AMERICA LINE HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship.

"ASTORIA."

Capt. Hildebrandt, will be despatched for the above port on FRIDAY, the 19th inst.
For Freight, apply to
CARLOWITZ & CO.,
Agents.
Hongkong, 15th October, 1900. [2317]

FOR PORTLAND, OREGON VIA JAPAN.

(Booking Cargo for San Francisco and OVERLAND PORTS).

THE A.J. Steamship.

"MONMOUTHSHIRE"

will be despatched on or about the 20th inst.
For Freight and Passage, apply to
T. M. STEVENS & CO.,
Agents.
Hongkong, 3rd October, 1900. [2570]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship.

"TAMSI MARU."

Captain K. Hasegawa, will be despatched for the above ports on SUNDAY, the 21st inst., at DAYLIGHT.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 15th October, 1900. [15]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DUBOULT, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO OF BRAZIL AND RIVER PLATE.

ON FRIDAY, the 23rd October, 1900, the Company's Steamship, Captain Flandin, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 21st October. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages, &c., required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 9th October, 1900. [2]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship.

"CHANGSHA."

Captain Moore, will be despatched as above on MONDAY, the 23rd November, at Noon.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 5th October, 1900. [2587]

HEWAN, TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship.

"ANAPA."

will be despatched for the above port on or about the 27th October, 1900.
For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 16th October, 1900. [2497]

VESSELS ON THE BERTH

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES.

MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed Sailings from Hongkong.

Donoro (via Shanghai) TUESDAY, Oct. 23, at Noon.

Coptic (via Shanghai) SATURDAY, Nov. 17, at Noon.

Gaelic (via Shanghai) TUESDAY, Dec. 11, at Noon.

Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu.

THE Company's Steamship "DORIC" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 23rd October, 1900, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan for the same period within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 28th September, 1900. [14]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOERABAYA.

THE Company's Steamship.

"SHANTUNG."

Captain Qnail, will be despatched as above on TUESDAY, the 23rd inst.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 13th October, 1900. [2647]

CHINA NAVIGATION COMPANY, LIMITED.

FOR KOBE.

THE Company's Steamship.

"CHANGSHA."

Captain Moore, will be despatched as above on TUESDAY, the 23rd October.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 5th October, 1900. [2585]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship.

"GUTHRIE."

Captain McArthur, will be despatched for the above ports on FRIDAY, the 26th inst., at DAYLIGHT.

This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 5th October, 1900. [2593]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship.

"CHANGSHA."

Captain Moore, will be despatched as above on MONDAY, the 12th November, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 5th October, 1900. [2586]

VESSELS ON THE BERTH

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship.

"AKASHI MARU."

Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 24th inst.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 11th October, 1900. [2524]

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed Sailings from Hongkong.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Oct. 23, 1900, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Nov. 24, 1900, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Dec. 18, 1900, at Noon.

THE Twin-Screw Steamship.

"NIPPON MARU"

will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 30th October, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 8th October, 1900. [15]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

Proposed Sailings from HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "CARLISLE CITY" On 20th Nov. 3,022 Tons.

THE Steamship "CARLISLE CITY" will be despatched for SAN DIEGO, SAN FRANCISCO, VIA MOJIL, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 20th November.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 5th October, 1900. [14]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with the CHINA STEAM NAVIGATOR CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORT every fortnight.

For Freight and further particulars, apply to DODWELL & CO., LIMITED, General Agents for China and Japan. Hongkong, 4th August, 1897.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Company's Steamship.

"MALTA."

Captain F. J. Cole, carrying Her Majesty's Mails, will be despatched from this for Malacca and London direct on SATURDAY, the 27th October, at Noon, taking passengers and cargo for the above ports.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to A. M. MARSHALL, Acting Superintendent.

Hongkong, 16th October, 1900.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed Sailings from Hongkong.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) THURSDAY, Nov. 8, at Noon.

CITY OF Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Dec. 4, at Noon.

CITY OF London (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) THURSDAY, Dec. 27, at Noon.

THE Company's Steamship "CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on THURSDAY, the 28th November, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 15th October, 1900. [13]

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship.

"CHUSAN."

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the goods are landed.

This vessel brings on Cargo—From London, &c., ex.s.s. Oceania & Peninsular. From Australia, &c., ex.s.s. Victoria. From Persian Gulf, ex.s.s. Java, Naeeri and Panga.

Optional goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY.

Goods not cleared by the 18th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

A. M. MARSHALL, Acting Superintendent.

Hongkong, 12th October, 1900. [1]

NOTICES TO CONSIGNEES

FROM HAMBURG, PENANG AND SINGAPORE.

THE H. A. L. Steamship.

"ATHESIA."

Captain Brunst, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before the 12th instant.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 19th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th instant, at 3 P.M.

No Fire Insurance has been effected.

SIEMSEN & CO., Agents.

Hongkong, 12th October, 1900. [2645]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer.

"TANTALUS"

are hereby notified that the Cargo is being discharged into Craft, under landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 18th instant.

Optional cargo will be landed unless notice has been given prior to steamer's arrival.

Goods undelivered after the 20th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 23rd instant.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 12th October, 1900. [2646]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM KOBE.

THE Steamship.

"MARQUIS BACQUEHEM"

having arrived, Consignees of cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the undersigned before Noon, on the 21st October, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 21st October will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIEBER & CO., Agents.

Hongkong, 14th October, 1900. [2594]

THE CHINA AND JAPAN TELEPHONE CO., LD.

HONGKONG EXCHANGE.

OPEN DAY AND NIGHT.

SUBSCRIPTIONS—

EXCHANGE LINES.

\$80 Per Annum.

PRIVATE LINES.

